

APPENDIX G - EXISTING PLANS & POLICIES

Grants Pass Urban Area Master Transportation Plan

Technical Memorandum 1 Summary of Existing Plans and Policies

Final

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Table of Contents

INTRODUCTION & SUMMARY	1
PURPOSE.....	1
ORGANIZATION	1
SUMMARY OF RECOMMENDATIONS	1
CONSISTENCY AMONG PLANS & STUDIES	8
STATE PLANS AND STUDIES	9
OREGON TRANSPORTATION PLAN	9
1991 OREGON HIGHWAY PLAN.....	10
STATE AGENCY COORDINATION PROGRAM.....	11
1993 - 1998 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM.....	12
PRELIMINARY 1995 - 1998 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM.....	13
REGIONAL PLANS AND STUDIES	14
ELDERLY AND HANDICAPPED TRANSPORTATION SERVICES ALTERNATIVES REPORT	14
TRANSPORTATION SERVICE EXTENSION STUDY FOR THE ROGUE VALLEY TRANSPORTATION DISTRICT.....	15
LOCAL PLANS AND STUDIES.....	16
COMPREHENSIVE PLAN FOR JOSEPHINE COUNTY, OREGON.....	16
JOSEPHINE COUNTY SPECIAL TRANSPORTATION PLAN FOR SENIORS AND PERSONS WITH DISABILITIES.....	19
URBAN GROWTH AREA ZONING ORDINANCE.....	20
JOSEPHINE COUNTY SUBDIVISION ORDINANCE	21
FLOOD DAMAGE PREVENTION ORDINANCE FOR JOSEPHINE COUNTY, OREGON....	22
JOSEPHINE COUNTY BIKEWAYS MASTER PLAN PROPOSAL	23
JOSEPHINE COUNTY BICYCLE GUIDE 1992	25

GRANTS PASS COMPREHENSIVE COMMUNITY DEVELOPMENT PLAN	26
AIRPORT MASTER PLAN FOR GRANTS PASS AIRPORT	28
JOSEPHINE COUNTY ROADWAY AND TRAFFIC MANAGEMENT PLAN	30
JOSEPHINE COUNTY STANDARDS AND SPECIFICATIONS FOR DESIGN AND CONSTRUCTION OF COUNTY ROADS.....	31
CITY OF GRANTS PASS MOBILE HOME PARK DEVELOPMENT GUIDELINES	32
GRANTS PASS CARBON MONOXIDE PLAN.....	33
TECHNICAL DOCUMENT UPDATING THE POPULATION ELEMENT OF THE COMPREHENSIVE PLAN FOR THE CITY OF GRANTS PASS, OREGON	34
ROADWAY AND TRAFFIC SAFETY MANAGEMENT PLAN FOR GRANTS PASS, OREGON.....	35
A LAND ACCESS AND TRAFFIC MANAGEMENT PLAN - NORTHWEST SECTOR DEVELOPMENT (including Supplement and Addendum #1 - "F" St. Extension)	36
GRANTS PASS CONVENTION CENTER TRAFFIC IMPACT ANALYSIS	37
GRANTS PASS SPORTS COMPLEX TRAFFIC IMPACT ANALYSIS.....	38
JOSEPHINE COUNTY FAIRGROUNDS AND GRANTS PASS RIVERFRONT TRANSPORTATION SYSTEM ANALYSIS	39
AM/PM MINI MARKET TRANSPORTATION IMPACT ANALYSIS - GRANTS PASS PARKWAY & TERRY LANE.....	41
TRANSPORTATION ANALYSIS FOR GRANTS PASS RETAIL CENTER.....	43
REDWOOD NEIGHBORHOOD PLAZA MASTER PLAN.....	44
REDWOOD NEIGHBORHOOD PLAZA TRAFFIC IMPACT REPORT	45
THE THIRD BRIDGE CORRIDOR DEVELOPMENT PLAN (AND REPORT).....	46
JOSEPHINE COUNTY FAIRGROUNDS MASTER PLAN.....	47
GRANTS PASS SOUTH UNION LOCAL IMPROVEMENT DISTRICT TRANSPORTATION SYSTEM ANALYSIS (AND ADDITIONAL RELATED ANALYSIS)	48
GRANTS PASS SIGNAL STUDY	49

INTRODUCTION & SUMMARY

PURPOSE

This technical memorandum summarizes contents, findings and recommendations of planning documents that affect transportation in Grants Pass and Josephine County. The purpose of the memorandum is to consolidate basic information about current planning requirements and recommendations in a concise form that can be easily referenced during the Grants Pass Urban Area Master Transportation Plan Update process.

ORGANIZATION

The memorandum is organized by state, regional and local plans and studies. The following information is provided in a standard format for each document:

- Title
- Author
- Date
- Document Type
- Status
- Planning Period
- Geographic Area Covered
- Synopsis
- Findings
- Recommendations

SUMMARY OF RECOMMENDATIONS

The following is a listing of the documents summarized in this memorandum, with highlights of major findings and/or recommendations of each:

State Plans and Studies

State plans are those that apply to the entire state of Oregon.

Oregon Transportation Plan (1992)

The plan presents a series of goals and policies to guide Oregon transportation development as well as a preferred plan for achieving those goals. The preferred plan includes recommendations for transportation system improvements and development of new programs to control transportation supply and demand. It also identifies strategies

for supporting the state's growth management goals through transportation system management.

Oregon Highway Plan (1991)

The plan recommends implementation of the policies, guidelines and standards included in the plan. Further, almost \$12 billion (uninflated dollars) are recommended to "fully" address all needs. The plan recommends pursuit of "Plan 2," which would include increasing the fuel tax by two cents per year through 2010. This plan would cost \$10.1 billion in 1991 dollars, and would meet 53 percent of modernization needs statewide, in addition to significant preservation, operations, maintenance and bridge needs.

State Agency Coordination Program (1990)

ODOT will focus on two areas in its coordination program: reestablishing a strong field component through regional planning representative, and providing central coordination through the Planning Section of the Highway Division. The plan assigns specific responsibilities to the planning section, regional representatives, district offices, the aeronautics and public transit divisions, the environmental section, and the strategic planning unit.

1993-1998 Six-Year Transportation Improvement Program (1992)

The plan details which projects and programs will be implemented during the 1993-1998 period, identifies individual project costs, and schedules implementation on an annual basis. Over \$561 million of highway improvements are recommended in ODOT Region 3, which includes Josephine County and Grants Pass. \$32,000 of public transportation assistance is included for Josephine County. No funds are programmed for airport or railroad improvements in the Grants Pass area. Please see the full document for detailed project and program descriptions and scheduling.

Preliminary 1995 - 1998 Statewide Transportation Improvement Program (1993)

The plan details which projects and programs will be implemented during the 1995-1998 period, identifies individual project costs, and schedules implementation on an annual basis. Over \$370 million of highway improvements are recommended in ODOT Region 3, which includes Josephine County and Grants Pass. \$211,000 of public transportation assistance is included for Josephine County. No funds are programmed for airport or railroad improvements in the Grants Pass area. Please see the full document for detailed project and program descriptions and scheduling.

Regional Plans and Studies

Regional plans are those that cover areas larger than Josephine County, but smaller than the state of Oregon.

Elderly and Handicapped Transportation Services Alternatives Report (1986)

New transportation services for this population should be limited to those people who cannot use other forms of transportation. Taxi companies are recommended as the preferred providers of additional services to this group. Discount coupons are recommended as an efficient way to subsidize this service.

Transportation Service Extension Study for the Rogue Valley Transportation District (1985)

The study recommends the following: 1) free-standing fixed route, fixed schedule service in Grants Pass with connections to Medford; and 2) fixed route, fixed schedule service for Gold Hill and Rogue River connected to line-haul service between Medford and Grants Pass.

Local Plans and Studies

Local plans are those that apply to Josephine County, the City of Grants Pass, or both jurisdictions in whole or in part. Plans and studies relating to Josephine County are presented first, followed by those related directly to Grants Pass.

Comprehensive Plan for Josephine County, Oregon (1981)

The plan includes a list of 10-year roadway construction projects within the County. Construction of a third and, potentially, fourth bridge across the Rogue River is also encouraged.

Josephine County Special Transportation Plan for Seniors and Persons with Disabilities (1993)

The plan recommends the adoption by the Josephine County STF (Special Transportation Fund) Committee of a mission statement, and eight sets of goals and supporting policies to ensure coordination of STF programs.

Urban Growth Area Zoning Ordinance (1992)

No specific recommendations.

Josephine County Subdivision Ordinance (1990)

No specific recommendations.

Flood Damage Prevention Ordinance for Josephine County, Oregon (1990)

No specific recommendations.

Josephine County Bikeways Master Plan Proposal (1982)

A recommended bikeway system map is presented, together with a phased implementation plan. Phase I is the skeleton of the entire network, Phase 2 includes all routes recommended for construction in the City and County comprehensive plans, and Phase III is routes which would open up further recreation possibilities for local residents. Potential funding sources are the State bicycle fund, obligation bonds, private funds, and bike fees. An effective public education program for both bicyclists and motorists is also recommended.

Josephine County Bicycle Guide (1992)

No specific recommendations.

Grants Pass Comprehensive Plan Transportation Element (1982?)

Fourteen capital improvements are recommended in the CIP portion of the element to address existing and future transportation deficiencies. The element also recommends updating the functional classification designations of all streets in the City and adopting street design criteria, expanding the bicycle network, and providing more transportation services for the elderly and disabled.

Airport Master Plan for Grants Pass Airport (1992)

The plan recommendations include a runway extension of 1,200 feet to a length of 5,200 feet to accommodate a wider variety of business aircraft, staged development of roughly 32 aircraft hangar positions during the planning period, extension or realignment of vehicle access to the western apron and hangar area to connect the development area with existing roadways, and extension of Flaming Road to connect with Paradise Ranch to provide access for long-term aviation-related development. The plan also encourages planned water and sewer improvements in the North Valley Industrial Area that would benefit airport users and long-term airport development and ensuring that compatible land uses are located in the immediate vicinity of the airport.

Josephine County Roadway and Traffic Management Plan (1982 ?)

The plan recommends development of six action programs: Roadway Network Planning, Data Collection and Evaluation, Roadway and Traffic Improvement, Roadway Maintenance, Traffic Safety, and Project Implementation. The plan identifies and recommends \$2.7 million of street network improvement projects to address existing and immediate future conditions, and an additional \$62.5 million to address growth through 2000. The plan also includes a rating system for prioritizing capital improvement projects.

Josephine County Standards and Specifications for Design and Construction of County Roads (1977)

No specific recommendations.

Grants Pass Carbon Monoxide Plan (1986)

The selected carbon monoxide (CO) control strategy for the Grants Pass area is the combination of the federal new car emission control program and the construction of a third bridge over the Rogue River in Grants Pass to reduce congestion and CO concentrations in the Grants Pass downtown area.

Technical Document Updating the Population Element of the Comprehensive Plan for the City of Grants Pass, Oregon (1992)

The population for the City of Grants Pass is projected to grow from 17,488 in 1990 to as high as 25,481 by 2010, under the highest growth scenario. Under the medium growth scenario, the area within the City's urban growth boundary is projected to grow from 25,069 in 1990 to 33,764 in 2010.

Roadway and Traffic Safety Management Plan for Grants Pass, Oregon (1981)

The plan recommends development of six action programs to address current and future transportation management needs. The plan identifies and recommends almost \$21 million of street network improvement projects to address existing conditions, and an additional \$14.7 million to address growth over a five to ten year time frame.

A Land Access and Traffic Management Plan - Northwest Sector Development (including Supplement and Addendum #1 - "F" St. Extension) (1981)

The development scenarios which would result in unacceptable traffic loadings on existing streets or the new collector would not be desirable with regard to land access and traffic distribution. Construction of a new collector with indirect access to local streets is recommended because it provides better traffic distribution and emergency access, and allows full potential land development.

Grants Pass Convention Center Traffic Impact Analysis (1989)

The study recommends seven roadway improvement projects to mitigate project build conditions in 1991, three more to address conditions in 2001, and two more in 2015.

Grants Pass Sports Complex Traffic Impact Analysis (1990)

Two operational improvements are recommended during Phase I development, and two more operational improvements are recommended during Phase II. Detailed signal warrant analysis is recommended to track the need for a signal at Lincoln Road and 'G' Street in the future. More extensive traffic modeling is recommended to determine

intersection capacity expansion needs in the future at 6th and 'M' Streets. Signalization changes at this intersection are recommended in the short term.

Josephine County Fairgrounds and Grants Pass Riverfront Transportation System Analysis (1990)

Fourth Bridge/Allen Creek Road Corridor: Re-align Redwood Ave. at Allen Creek Rd. to line up with the proposed Fairgrounds driveway. Maintain Redwood Ave. as a collector arterial. Terminate Redwood Ave. in a cul-de-sac east of Allen Creek Rd. Construct Allen Creek Rd. as a 5-lane facility between Redwood Ave. and Redwood Hwy. with signals. Connect Allen Creek Rd. to Hwy. 238 at New Hope Rd.

Fairgrounds/Riverfront Area Street Network: Install the pedestrian and bicycle facilities recommended in the Riverfront and Fairgrounds master plans as land development permits. Tie local streets to the collector system formed by East and West Park Streets to enhance access to the river and developments within the area. Extension of Tussy Lane from West Park to Lewis St. and realignment of Lewis with East Park at 6th St. Retain the offset between East and West Park Streets. Connect West Park St. with Pansy Lane west of the Fairgrounds. Minimize the number of accesses onto Allen Creek Rd. between Redwood Ave. and the River.

Fairgrounds Entryways: Maintain internal Fairgrounds circulation routes to allow existing south frontage entrances to continue to serve as main access points. Test the impact of closing Fairgrounds Rd. with a temporary closure. Restrict turning movements at the west driveway to right-in and right-out only.

South "Y" (Redwood Highway) Interchange Needs: Construct improvements recommended as part of the Grants Pass Parkway project. Further study is recommended after the Parkway project is completed.

AM/PM Mini Market Transportation Impact Analysis - Grants Pass Parkway & Terry Lane (1993)

The study recommends that on-site signage in the gasoline pump area should be provided to encourage drivers to use the forwardmost pump. The new road/Terry Lane intersection should be striped to provide an eastbound left turn lane and an eastbound through-right lane. Also, adequate sight lines should be maintained to allow motorists exiting the north site driveway to see vehicles turning from Grants Pass Parkway.

Transportation Analysis for Grants Pass Retail Center (1991)

Three improvements are recommended in order to mitigate project impacts at the Grants Pass Parkway/Terry Lane intersection:

- The project should be served by three full access driveways - two on Terry Lane and one on Spalding.

- The proposed driveways should have two exit lanes and one entrance lane.
- A traffic signal should be installed at the Grants Pass Parkway/Terry Lane intersection, with a left turn lane and through-right turn lane on the northbound approach.

Redwood Neighborhood Plaza Master Plan (1981)

The plan contains a variety of proposed on-site transportation improvements related to driveways, on-site access/circulation, parking, and pedestrian and bicycle movements. Please see the full document for detailed descriptions of these improvements.

Redwood Neighborhood Plaza Traffic Impact Report (1981)

The report recommends a set of roadway improvements for the "without project" and "with project" cases. Please refer to the full document for a detailed description of these improvements.

The Third Bridge Corridor Development Plan (and report) (1987)

A list of specific roadway and bike/pedestrian path improvements is presented. Please refer to the full document for a complete description of these projects.

Josephine County Fairgrounds Master Plan (1990)

The plan contains a recommended parking plan. No other specific transportation recommendations are provided, but a list of transportation issues is presented. These issues and others were to be addressed in a transportation system study for the Fairgrounds and Riverfront Development Area.

Grants Pass South Union Local Improvement District Transportation System Analysis (and additional related analysis) (1992)

A series of improvements are recommended both for LID access routes and the internal streets system. Please refer to the full document for a detailed description of these improvements.

Grants Pass Signal Study (1981)

The study recommends installation of a new traffic-adjusted signal system on 6th and 7th Streets in Grants Pass. The system includes an on-street master controller and hardware interconnect, with complete replacement of the existing signals. Total cost to implement the recommended system is \$1.265 million.

CONSISTENCY AMONG PLANS & STUDIES

The primary differences in planning documents that affect transportation in Grants Pass and Josephine County are found between recent planning efforts at the state level and the various past planning studies that have been conducted at the local level. In particular, the Oregon Transportation Plan and 1993-1998 Statewide Transportation Improvement Program both reflect a greatly increased emphasis on multimodal planning and coordination. In contrast, local planning studies have been more heavily oriented to the auto mode. Also, planning for individual modal systems has not been closely coordinated with the other modal components of the overall transportation system.

The second area of difference between recent state level plans and local planning documents is the consideration given to the relationship between the transportation system and land use. Both the Oregon Transportation Plan and the State Agency Coordination Program emphasize the importance of this interdependence in transportation and land use planning in jointly achieving transportation and land use goals. In past local planning activities, however, there has been less recognition of this relationship, i.e., local transportation plans generally do not reflect impacts of the transportation system on land use and vice-versa.

With regard to consistency between the planning documents, there are no similar features common to all of the plans reviewed. This is to be expected given the diversity of areas covered by the plans.

There are, however, several elements that appear in more than one planning document. These are:

1. An immediate need for operational improvements at the South "Y" interchange;
2. A longer-range need for a fourth bridge connecting Lincoln Rd. with Flower Lane/Allen Creek Rd.;
3. Access/circulation improvements are required in the Fairgrounds area on the north side of Redwood Highway and in the S. Union Ave. area on the south side of Redwood Highway;
4. Operational/level-of-service problems are associated with future development along Grants Pass Parkway at the intersection of Terry Lane/Grants Pass Parkway; and
5. A need for access management measures along Redwood Highway west of the South "Y" interchange and along Rogue River Highway.

STATE PLANS AND STUDIES

OREGON TRANSPORTATION PLAN

Author: Oregon Department of Transportation
Date: September 1992
Document Type: Statewide Transportation Plan
Status: Adopted by the Oregon Transportation Commission on September 15, 1992.
Planning Period: 1992-2012 (system development); 1992-2032 (policy direction)
Geographic Area Covered: Entire state of Oregon

Synopsis

The Oregon Transportation Plan (OTP) sets out the long-range multi-modal transportation vision for the state for the next 20 to 40 years. The plan articulates policies to guide attainment of statewide goals relating to transportation system development, livability, economic development and implementation. The plan describes alternative transportation systems, and presents a preferred alternative for achieving the state's transportation and growth management goals. Finally, the plan presents methods for addressing the state's transportation needs through investment and other implementation techniques.

Findings

Strong growth and changing travel patterns will dictate where and how the state responds to transportation needs in the future. Increased rural and urban linkages, goods movement, environmental protection, management of growth, economic development, and integration of new transportation technologies are identified as paramount needs in the plan. The preferred alternative will be the most effective way to achieve the goals of the plan, and attain transportation benchmarks.

Recommendations

The plan presents a series of goals and policies to guide Oregon transportation development as well as a preferred plan for achieving those goals. The preferred plan includes recommendations for transportation system improvements and development of new programs to control transportation supply and demand. It also identifies strategies for supporting the state's growth management goals through transportation system management.

1991 OREGON HIGHWAY PLAN

Author: Oregon Department of Transportation
Date: June 1991
Document Type: State Transportation Plan
Status: Adopted by Oregon Transportation Commission in 1991.
Planning Period: 1991-2010
Geographic Area Covered: Entire state of Oregon.

Synopsis

This plan comprises the Highway Element of the Oregon Transportation Plan. It includes "policies and strategies that will guide the Highway Division's operating and fiscal activities during the 1991-2010 period." The plan updates the 1985 Highway Plan. The plan also includes program definitions, standards, a status report on each of the Highway Division's programs, growth trends, policies and strategies to address needs, and an evaluation of different implementation options. The implementation analysis includes revenue projections, evaluation of alternate plans under three funding scenarios (no additional funding, 2 cent/year gas tax increase, and 3 cent/year gas tax increase), and discussion of methods of meeting the needs.

Findings

The plan finds that there will be significant highway needs between 1991 and 2010. ODOT's major strategy and priority is to maintain the existing state highway system, regardless of funding availability. System expansion, congestion reduction, and highway modernization are goals that the Division will pursue, subject to funding constraints.

Recommendations

The plan recommends implementation of the policies, guidelines and standards included in the plan. Further, almost \$12 billion (uninflated dollars) are recommended to "fully" address all needs. The plan recommends pursuit of "Plan 2," which would include increasing the fuel tax by two cents per year through 2010. This plan would cost \$10.1 billion in 1991 dollars, and would meet 53 percent of modernization needs statewide, in addition to significant preservation, operations, maintenance and bridge needs.

STATE AGENCY COORDINATION PROGRAM

Author: Oregon Department of Transportation
Date: December 1990
Document Type: Program Plan
Status: Adopted by Oregon Transportation Commission on September 18, 1990. Certified by LCDC on December 13, 1990.
Planning Period: Indefinite.
Geographic Area Covered: Entire state of Oregon.

Synopsis

This plan describes how ODOT plans to coordinate its programs to comply with Oregon's land use planning program, statewide planning goals, and acknowledged comprehensive plans. The program plan is divided into several chapters that discuss the following: 1) ODOT organization and programs; 2) Identification of ODOT programs affecting land use; 3) Coordination of programs affecting land use; 4) Cooperation and technical assistance program; 5) Coordination with state and federal agencies, and special districts; 6) Organization of ODOT's coordination program.

Findings

Most of ODOT's programs affect land use in some way. All of ODOT's programs are required to comply with acknowledged comprehensive plans. Most of the department's coordination with local public facility planning will occur during periodic review. The department's primary areas of coordination with the Department of Land Conservation and Development involve ODOT's planning program, city and county plan amendments, and periodic review. The department coordinates with a large number of state and federal agencies and special districts.

Recommendations

ODOT will focus on two areas in its coordination program: reestablishing a strong field component through regional planning representative, and providing central coordination through the Planning Section of the Highway Division. The plan assigns specific responsibilities to the planning section, regional representatives, district offices, the aeronautics and public transit divisions, the environmental section, and the strategic planning unit.

1993 - 1998 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM

Author: Oregon Department of Transportation
Date: July 1992
Document Type: Transportation Improvement Program
Status: Adopted by Oregon Transportation Commission in 1992.
Planning Period: 1993 - 1998
Geographic Area Covered: Entire state of Oregon.

Synopsis

This plan describes the comprehensive program of transportation improvements that the state of Oregon intends to carry out between 1993 and 1998. The plan identifies aeronautics, railroad, public transit and highway projects that are necessary to maintain and enhance the existing transportation system. The plan also identifies funding sources for each of the projects, and schedules their implementation on an annual basis for the planning period based on priority. Further, the plan identifies additional needs that are not funded.

Findings

The cost of identified transportation needs during the planning period exceeds the level of anticipated funding to implement projects and programs to address those needs.

Recommendations

The plan details which projects and programs will be implemented during the 1993-1998 period, identifies individual project costs, and schedules implementation on an annual basis. Over \$561 million of highway improvements are recommended in ODOT Region 3, which includes Josephine County and Grants Pass. \$32,000 of public transportation assistance is included for Josephine County. No funds are programmed for airport or railroad improvements in the Grants Pass area. Please see the full document for detailed project and program descriptions and scheduling.

PRELIMINARY 1995 - 1998 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Author: Oregon Department of Transportation
Date: December 1993
Document Type: Transportation Improvement Program
Status: Not yet adopted
Planning Period: 1995 - 1998
Geographic Area Covered: Entire state of Oregon.

Synopsis

This plan describes the comprehensive program of transportation improvements that the state of Oregon intends to carry out between 1995 and 1998. The plan identifies aeronautics, railroad, public transit and highway projects that are necessary to maintain and enhance the existing transportation system. The plan also identifies funding sources for each of the projects, and schedules their implementation on an annual basis for the planning period based on priority. Further, the plan identifies additional needs that are not funded.

Findings

The cost of identified transportation needs during the planning period exceeds the level of anticipated funding to implement projects and programs to address those needs.

Recommendations

The plan details which projects and programs will be implemented during the 1995-1998 period, identifies individual project costs, and schedules implementation on an annual basis. Over \$370 million of highway improvements are recommended in ODOT Region 3, which includes Josephine County and Grants Pass. \$211,000 of public transportation assistance is included for Josephine County. No funds are programmed for airport or railroad improvements in the Grants Pass area. Please see the full document for detailed project and program descriptions and scheduling.

REGIONAL PLANS AND STUDIES

ELDERLY AND HANDICAPPED TRANSPORTATION SERVICES ALTERNATIVES REPORT

Author: Rogue Valley Council of Governments

Date: March 1986

Document Type: Alternatives Study.

Status: Complete.

Planning Period: 1986 (existing conditions)

Geographic Area Covered: Josephine and Jackson Counties.

Synopsis

This study evaluated the current (1986) transportation services for the elderly and handicapped in Josephine and Jackson Counties. Major issues involved accessibility of services and the fiscal implications of various service alternatives.

Findings

Transportation services for the elderly and handicapped are of paramount importance in Josephine and Jackson Counties. The study concludes that transportation services for the elderly and handicapped in the study area in 1986 were: 1) too focused on particular segments of the elderly and handicapped community; 2) too expensive; and 3) inaccessible for a large portion of the target population. The recommended service improvements can be funded through Special Transportation Fund allocations.

Recommendations

New transportation services for this population should be limited to those people who cannot use other forms of transportation. Taxi companies are recommended as the preferred providers of additional services to this group. Discount coupons are recommended as an efficient way to subsidize this service.

TRANSPORTATION SERVICE EXTENSION STUDY FOR THE ROGUE VALLEY TRANSPORTATION DISTRICT

Author: Rogue Valley Council of Governments and Rogue Valley Transportation District

Date: July 1985

Document Type: Public Transportation Study

Status: Complete.

Planning Period: Current (1985).

Geographic Area Covered: RVTB service area and adjacent communities that could be included in an expanded area, including Grants Pass, Central Point, Eagle Point, Rogue River, Gold Hill, and Shady Cove.

Synopsis

This study examines the feasibility of expanding the RVTB service area, and providing public transportation services to new areas including the communities listed above. The study examines travel demand characteristics based on 1980 Census data, reviews community goals for public transportation and existing services, discusses several alternative methods of providing public transportation, evaluates the financial feasibility of each, and recommends a preferred alternative.

Findings

Transit service to Shady Cove and Eagle Point is not fiscally feasible without substantial subsidies aside from property tax and farebox revenues. Services to Gold Hill and Rogue River would not be practical unless linked to service between Medford and Grants Pass. Services in Grants Pass and Central Point could be self-supporting, using property tax and farebox revenues.

Recommendations

The study recommends the following: 1) free-standing fixed route, fixed schedule service in Grants Pass with connections to Medford; 2) fixed route, fixed schedule service for Gold Hill and Rogue River connected to line-haul service between Medford and Grants Pass; and 3) fixed route, fixed schedule service in Central Point. The study also presents recommended routings and service frequencies in each area.

LOCAL PLANS AND STUDIES

COMPREHENSIVE PLAN FOR JOSEPHINE COUNTY, OREGON

Author: Josephine County Planning Department
Date: April 1981
Document Type: Comprehensive Plan
Status: Adopted
Planning Period: 20 years from adoption
Geographic Area Covered: Rural portion of Josephine County

Synopsis

The plan contains a variety of elements that outline the direction of development (overall and specific) over a 20 year planning period, including specific methods for fulfilling the plan goals. Elements that are most relevant to the Grants Pass Urban Area Master Transportation Plan update are: social characteristics, economics, housing, and transportation.

Findings

The social characteristics element includes information on population characteristics, migration patterns, and population projections. The total population for Josephine County was projected to increase from 56,800 in 1980 to 96,643 by 2000, with a significant shift in the urban/rural distribution from 71%/29% in 1980 to 57%/43% in 2000. The economics element presents information on employment, economic sectors, income, employment projections, and commercial/industrial development. The significant long term employment trends have been a severe decline in agriculture and fisheries employment, fluctuations in manufacturing, and increases in trade and services. Total employment for Josephine County was projected to increase from 19,400 in 1978 to 37,500 in 2000. The housing element includes information on housing inventory and housing projections, with total dwelling units projected to nearly double from 21,887 in 1980 to 39,127 in 2000. The transportation element describes both the County road system and other modes. Road system data includes an inventory of County roads, rural road and urban street standards, and a description of the County roadway funding process. An important finding regarding the roadway system is the need for a third and, potentially, fourth bridge across the Rogue River. The discussion of other modes includes inter-city transportation, rail, air, bicycle and pedestrian

modes, and the general feasibility of public transit service. Findings for other modes were:

- current development densities did not warrant a fixed route public transit system;
- inter-city transportation services are very restricted; and
- implementation of bicycle and pedestrian paths should be done in conjunction with overall bicycle and pedestrian system plans.

Recommendations

The plan includes a list of 10-year roadway construction projects within the County. Construction of a third and, potentially, fourth bridge across the Rogue River is also encouraged.

JOSEPHINE COUNTY SPECIAL TRANSPORTATION PLAN FOR SENIORS AND PERSONS WITH DISABILITIES

Author: Rogue Valley Council of Governments

Date: February 1993

Document Type: Transportation Plan

Status: Complete.

Planning Period: Indefinite.

Geographic Area Covered: Josephine County.

Synopsis

The plan addresses the need to efficiently coordinate special transportation services for the elderly and disabled in Josephine County. It also provides a coordinated mechanism for funding applications and allocations under the Oregon Special Transportation Fund (STF), created by the Oregon Legislature in 1985 to provide financial assistance to transportation providers to help expand services to elderly and handicapped citizens. The plan provides a coordination framework for three STF providers in Josephine County: Josephine County Community Services, Josephine County Mental Health, and the Handicap Awareness Support League (HASL).

Findings

The elderly and disabled community in Josephine County makes up a significant portion of the population. Rising transportation costs and scarce funding make it important to ensure that funds available for special transportation are used efficiently. A coordinated, formalized planning process is necessary to maximize the use of available STF funds. Plan findings and recommendations are based on a survey of the elderly and disabled community, providing information about their needs and priorities.

Recommendations

The plan recommends the adoption by the Josephine County STF Committee of a mission statement, and eight sets of goals and supporting policies to ensure coordination of STF programs.

URBAN GROWTH AREA ZONING ORDINANCE

Author: City of Grants Pass and Josephine County

Date: 1981

Document Type: Ordinance.

Status: Adopted.

Planning Period: Present.

Geographic Area Covered: Grants Pass urban area outside of City limits.

Synopsis

This ordinance defines acceptable and unacceptable uses and development of land within the urban area of Grants Pass. The ordinance implements the Comprehensive Plan for Josephine County and the General Plan for the City of Grants Pass.

Findings

None.

Recommendations

None.

JOSEPHINE COUNTY SUBDIVISION ORDINANCE

Author: Josephine County
Date: 1990 (revised version adopted)
Document Type: Ordinance.
Status: Adopted
Planning Period: Present.
Geographic Area Covered: Josephine County.

Synopsis

This ordinance implements provisions of the Comprehensive Plan for Josephine County pertaining to land division and development. The ordinance delineates the proper width and arrangement of streets, and their proper relation to the topography of the site and to existing or planned streets. The ordinance also provides for public utilities and facilities, adequate open space, recreational opportunities, proper division of land, and the development of property at appropriate densities. This document applies to both the urban and rural portions of Josephine County, with two sets of land division and development scenarios.

Findings

None.

Recommendations

None.

FLOOD DAMAGE PREVENTION ORDINANCE FOR JOSEPHINE COUNTY, OREGON

Author: Josephine County

Date: 1990

Document Type: Ordinance.

Status: Adopted

Planning Period: Present.

Geographic Area Covered: Both urban and rural portions of Josephine County.

Synopsis

This ordinance sets our requirements for flood prevention, control and repair in Josephine County. Provisions that affect transportation include minimizing damage to public facilities such as streets, and requiring that uses vulnerable to floods, including facilities serving those uses, be protected against flood damage at the time of initial construction. The ordinance also includes general standards for achieving this protection.

Findings

None.

Recommendations

None.

JOSEPHINE COUNTY BIKEWAYS MASTER PLAN PROPOSAL

Author: City/County Bikeways Advisory Committee
Date: 1982
Document Type: Bikeway Plan
Status: ?
Planning Period: Indefinite
Geographic Area Covered: Grants Pass/Josephine County urban growth area

Synopsis

Based on recommendations in the transportation elements of the Grants Pass and Josephine County Comprehensive Plans, this plan was developed to provide for a system of bike trails within the urban growth boundary and nearby surrounding areas. The Bikeways Committed conducted a survey of local residents which was used to develop criteria for route selection and classification. These criteria were applied to establish a bikeways route map, together with recommendations on priorities and phasing for implementation. The plan also includes goals and policies and a discussion of potential funding sources.

Findings

Findings from the survey were:

- bicyclists ride primarily for recreation, but also for work, school, and shopping purposes
- many bicyclists wish to travel to the same destinations as autos, but are prevented from doing so because of heavy traffic or dangerous access
- significant road hazards include lack of shoulders, grates, and inattentive auto drivers
- hazardous areas include the 6th and 7th St. bridges, the South "Y" intersection, and Redwood Avenue
- the freeway at the north end of the City and the river at the south end form barriers to easy bicycle access to the City.

A list of bikeway design criteria was also assembled by the Committee and presented in the plan.

Recommendations

A recommended bikeway system map is presented, together with a phased implementation plan. Phase I is the skeleton of the entire network, Phase 2 includes all routes recommended for construction in the City and County comprehensive plans, and Phase III is routes which would open up further recreation possibilities for local residents. Potential funding sources are the State bicycle fund, obligation bonds, private funds, and bike fees. An effective public education program for both bicyclists and motorists is also recommended.

JOSEPHINE COUNTY BICYCLE GUIDE 1992

Author: City of Grants Pass/Josephine County Bikeway Advisory Committee
Date: 1992
Document Type: Public Information Pamphlet
Status: Complete.
Planning Period: Present.
Geographic Area Covered: Josephine County.

Synopsis

This is an update of the 1982 Josephine County Bikeways Master Plan. The guide shows roads most suitable for bicycle travel in Josephine County, and provides graphic information about accommodations for bicycles, including pavement and shoulder characteristics. No warranty about the safety of any facility is made or implied by the guide. The guide also identifies loop routes for bicycle touring, areas where off-road ("mountain biking) cycling is allowed, and locations of bicycle shops.

Findings

None.

Recommendations

None.

GRANTS PASS COMPREHENSIVE COMMUNITY DEVELOPMENT PLAN

Author: City of Grants Pass and Josephine County

Date: 1985

Document Type: Comprehensive Plan.

Status: Adopted

Planning Period: 1982 - 2000

Geographic Area Covered: Grants Pass urban area.

Synopsis

The plan contains a variety of elements that outline the direction of development in the Grants Pass urban area through 2000, including specific methods for fulfilling the plan goals. The transportation element of the plan inventories the existing transportation system within the urban growth boundary, identifies existing transportation problems and needs, and projects future transportation needs. This element also defines goals and policies for improving transportation within the urban area, and implementing the recommendations of the element. Other elements that are relevant to the Grants Pass Urban Area Master Transportation Plan update are: population, economy, housing, and land use.

Findings

In 1980, the greatest number of vehicle trips per day were made by private automobiles. Vehicular traffic problems existed at four major locations within the urban growth boundary in 1980: downtown Grants Pass, Redwood Spur, Rogue River Highway, and the Northwest Sector. There are also several areas that are undesirable for bicycle and pedestrian travel due to lack of facilities. Few transportation choices are available to the transportation disadvantaged.

Projected traffic growth through 2000 will require two additional bridges over the Rogue River. Traffic volumes on 6th and 7th Streets will be about 10 percent higher in 2000. The addition of the bridges will improve circulation in the downtown, and slightly lower volumes on the existing bridges. The South Interchange will need major design modifications to handle anticipated traffic growth. Access management will be needed along Redwood Avenue to maintain capacity and safety. Parking and access changes will be needed along the Rogue River and Williams Highways.

Recommendations

Fourteen capital improvements are recommended in the CIP portion of the element to address existing and future transportation deficiencies. The element also recommends updating the functional classification designations of all streets in the City and adopting street design criteria, expanding the bicycle network, and providing more transportation services for the elderly and disabled.

AIRPORT MASTER PLAN FOR GRANTS PASS AIRPORT

Author: SFC Engineering Company

Date: October 1992

Document Type: Transportation Plan

Status: Adopted (?)

Planning Period: Through 2010

Geographic Area Covered: Surrounding area within 30 minutes driving time

Synopsis

The Grants Pass Airport Master Plan is a long-term development program with the purpose of producing a safe, efficient, economical, and environmentally acceptable air transportation facility for the community. It provides a step-by-step phased outline of the recommended developments and identifies pending needs to aid in future scheduling and budgeting. The plan contains the following information: 1) Inventory and analysis of data pertinent to the airport; 2) Analysis of general economic factors and evaluation of area's aviation activity; 3) Forecasts of aviation activity through 2010; 4) Determination of airport facility requirements and their feasibility; 4) Investigation of alternatives to meet airport facility needs; 5) Airport layout plan and land use plan for the airport and its surrounding area; and 6) Scheduling priorities, phasing of proposed developments, and estimated development costs.

Findings

The planning analysis produced the following findings:

- Grants Pass Airport will experience continued growth in aircraft operations during the 20-year planning period.
- Based aircraft are expected to increase from 101 to 134 by 2010; annual aircraft operations are expected to increase from 26,800 to 40,200 by 2010.
- The airport will continue to accommodate primarily general aviation aircraft include in FAA Airplane Design Groups I and II.
- The runway and taxiway system has adequate capacity to accommodate forecast activity through the 20-year planning period and beyond.
- Noise impacts on areas surrounding the airport are minimal.
- The Airport Master Plan should be adopted by Josephine County as an element of its comprehensive plan and transportation plan.

Recommendations

The plan recommendations include a runway extension of 1,200 feet to a length of 5,200 feet to accommodate a wider variety of business aircraft, staged development of roughly 32 aircraft hangar positions during the planning period, extension or realignment of vehicle access to the western apron and hangar area to connect the development area with existing roadways, and extension of Flaming Road to connect with Paradise Ranch to provide access for long-term aviation-related development. The plan also encourages planned water and sewer improvements in the North Valley Industrial Area that would benefit airport users and long-term airport development and ensuring that compatible land uses are located in the immediate vicinity of the airport.

JOSEPHINE COUNTY ROADWAY AND TRAFFIC MANAGEMENT PLAN

Author: Josephine County
Date: 1982(?)
Document Type: Transportation Plan
Status: Complete.
Planning Period: 1982 - 2000
Geographic Area Covered: Josephine County

Synopsis

The plan was developed to provide Josephine County with a program to manage present and future traffic problems. The primary goal of the roadway network planning is to provide the planning criteria and design standards necessary to develop, construct, and maintain a safe, efficient, and economically feasible transportation system of county roads and streets. The plan presents six "action programs": Roadway Network Planning, Data Collection and Evaluation, Roadway and Traffic Improvement, Roadway Maintenance, Traffic Safety, and Project Implementation.

Findings

The plan includes a variety of facility- and location-specific findings. Please refer to the plan document for a complete listing.

Recommendations

The plan recommends development of the six action programs listed above. The plan identifies and recommends \$2.7 million of street network improvement projects to address existing and immediate future conditions, and an additional \$62.5 million to address growth through 2000. The plan also includes a rating system for prioritizing capital improvement projects.

JOSEPHINE COUNTY STANDARDS AND SPECIFICATIONS FOR DESIGN AND CONSTRUCTION OF COUNTY ROADS

Author: Josephine County
Date: September 1977
Document Type: Manual
Status: Adopted
Planning Period: Indefinite
Geographic Area Covered: Josephine County

Synopsis

This manual provides standards and specifications to be used in designing and constructing roads in the county road system and roads proposed for acceptance into the county road system. Design standards for rural roads and urban streets based on functional classification are presented, as well as supplemental factors affecting the selection of the road standard, and additional design criteria. Construction specifications are presented, including typical sections for each functional classification of rural roads and urban streets.

Findings

None.

Recommendations

None.

CITY OF GRANTS PASS MOBILE HOME PARK DEVELOPMENT GUIDELINES

Author: City of Grants Pass
Date: October 1977
Document Type: Development guidelines
Status: Adopted
Planning Period: Present.
Geographic Area Covered: City of Grants Pass

Synopsis

These guidelines define how mobile home parks can comply with zoning and development requirements. The guidelines state that mobile home parks should be located on major or collector streets. The guidelines also define street design, parking and pedestrian access standards for mobile home parks.

Findings

None.

Recommendations

None.

GRANTS PASS CARBON MONOXIDE PLAN

Author: Rogue Valley Council of Governments

Date: June 1986

Document Type: Pollution Control Program Plan

Status: Adopted

Planning Period: 1984 - 1990.

Geographic Area Covered: Grants Pass planning area, as defined in the plan. The central non-attainment area is the area of downtown Grants Pass bounded by 5th Street, "M" Street, 8th Street and "B" Street.

Synopsis

This plan establishes an action program for reducing carbon monoxide (CO) levels in the Grants Pass area. Grants Pass was designated "non-attainment" for CO by the U.S. Environmental Protection Agency in 1985. CO levels in the Grants Pass area must be reduced to meet health standards by December 1990, as required by the Clean Air Act. This plan analyzes several transportation improvement scenarios to accomplish this reduction.

Findings

Carbon monoxide (CO) concentrations in Grants Pass during 1983-1985 were about 30 percent above the eight hour CO health standard. In 1984, 75 percent of CO emissions in the Grants Pass urban area were caused by automobiles and trucks. The combination of newer, cleaner cars replacing older models and increased traffic is projected to result in a decrease of about 12 percent in CO emissions between 1984 and 1990. Implementation of the recommended control program will result in a CO emissions decrease of almost 50 percent by 1990, and CO levels will more than meet the CO health standard.

Recommendations

The selected CO control strategy for the Grants Pass area is the combination of the federal new car emission control program and the construction of a third bridge over the Rogue River in Grants Pass to reduce congestion and CO concentrations in the Grants Pass downtown area.

TECHNICAL DOCUMENT UPDATING THE POPULATION ELEMENT OF THE COMPREHENSIVE PLAN FOR THE CITY OF GRANTS PASS, OREGON

Author: University of Oregon
Date: August 1992
Document Type: Demographic Study Report.
Status: Complete. (copy reviewed was missing key pages)
Planning Period: 1992 - 2010.
Geographic Area Covered: City of Grants Pass, incorporated area.

Synopsis

This report documents the methodology and findings of a community planning workshop conducted by the University of Oregon at the request of the City of Grants Pass. The purpose of the workshop was to update the existing population element of the City's comprehensive plan, and provide a current basis for population forecasting. Historic trends, U.S. Census information, Bonneville Power Administration data, and Portland State University demographic research were analyzed to determine current population characteristics. Three annual population growth factors were used to "bracket" potential 2010 population levels.

Findings

The report presents several major findings based on 1990 Census data. Grants Pass' population is projected to grow from 17,488 in 1990 to as high as 25,481 by 2010, under the highest growth scenario. Under the medium growth scenario, the larger Grants Pass urban area is projected to grow from 25,069 in 1990 to 33,764 in 2010.

Recommendations

None.

ROADWAY AND TRAFFIC SAFETY MANAGEMENT PLAN FOR GRANTS PASS, OREGON

Author: Transportation Planning and Management, Inc.

Date: March 1981

Document Type: Transportation Plan

Status: Complete.

Planning Period: 1981 - 2000

Geographic Area Covered: Josephine County and Grants Pass

Synopsis

The plan was developed to provide the City of Grants Pass and Josephine County with a program to manage present and future traffic problems. Goals include reduction of accidents, and improvement of roadway conditions and traffic operations. The plan presents six "action programs" to achieve these goals: Transportation Planning, Data Collection and Evaluation, Roadway and Traffic Improvements, Street Maintenance, Traffic Safety, and Project Implementation.

Findings

The plan includes a variety of facility- and location-specific findings. Please refer to the plan document for a complete listing.

Recommendations

The plan recommends development of the six action programs listed above. The plan identifies and recommends almost \$21 million of street network improvement projects to address existing conditions, and an additional \$14.7 million to address growth over a five to ten year time frame. The plan also includes a rating system for prioritizing capital improvement projects.

**A LAND ACCESS AND TRAFFIC MANAGEMENT PLAN - NORTHWEST
SECTOR DEVELOPMENT (including Supplement and Addendum #1 - "F" St.
Extension)**

Author: Transportation Planning and Management, Inc.

Date: 1981

Document Type: Traffic Impact Analysis

Status: Complete

Planning Period: 1981

Geographic Area Covered: Northwest Sector and adjacent areas

Synopsis

This report studied and evaluated existing land use, street usage and traffic movement characteristics, potential land use, and traffic management within and adjacent to the northwest sector of Grants Pass. Travel forecasting included trip generation from potential development, directional distribution, and traffic assignments onto various land access alternatives. Traffic impacts on existing and proposed new streets were evaluated for two basic alternatives, each with two principal features: extend existing streets into the northwest sector and construct "Upland Drive" as a new local collector.

Findings

With the extension of existing streets, it would be necessary to limit development to 657 dwelling units (9,500 total vehicles per day) to keep traffic loadings acceptable on each street. Without this constraint, "buildout" development would be 743 dwelling units (10,210 total vehicles per day), resulting in unacceptable loadings on several streets. Construction of a new local collector with no access to existing streets would provide 912 new dwelling units, or 11,560 total vehicles per day on the new collector, which would exceed the limits recommended in the Urban Area Traffic Management Plan. With indirect access to local streets, acceptable loadings on existing streets and the new collector could be attained with this alternative.

Recommendations

The development scenarios which would result in unacceptable traffic loadings on existing streets or the new collector would not be desirable with regard to land access and traffic distribution. Construction of a new collector with indirect access to local streets is recommended because it provides better traffic distribution and emergency access, and allows full potential land development.

GRANTS PASS CONVENTION CENTER TRAFFIC IMPACT ANALYSIS

Author: JRH Transportation Engineering

Date: February 1989

Document Type: Traffic Impact Analysis

Status: Complete.

Planning Period: 1991 - 2015

Geographic Area Covered: Area between Lewis Street and the Rogue River, west of 6th Street.

Synopsis

Report analyzes current and future traffic impacts of the planned Grants Pass Convention Center Complex. Five intersections were analyzed. Projected traffic growth due to general area development and its impact on intersection levels of service was also assessed.

Findings

The Complex is estimated to generate about 6,000 new trips per day, of which 580 will occur during the afternoon peak period. Major traffic impacts were identified at the intersections of Lewis/Park Streets, 6th Street/northbound Highway 99/238, and 7th/Park Streets.

Recommendations

Several improvements are recommended to mitigate the traffic impacts of both the Convention Complex and surrounding development. The study recommends seven roadway improvement projects to mitigate project build conditions in 1991, three more to address conditions in 2001, and two more in 2015. Additionally, the following are recommended:

- Provide an additional 100 parking stalls.
- Accomplish all work on Highway 199 at the time improvements are made to the 6th Street/Hwy. 238 and Hwy. 199 intersection.
- Construct all modifications by 2001.

GRANTS PASS SPORTS COMPLEX TRAFFIC IMPACT ANALYSIS

Author: JRH Transportation Engineering

Date: March 1990

Document Type: Traffic Impact Study

Status: Complete.

Planning Period: 1990 - 2005.

Geographic Area Covered: Site on the east side of Lincoln Road and on the south side of Lower River Road.

Synopsis

Report analyzes the traffic impacts of a proposed Community Sports Complex. Site development would occur in two phases during 1990. Impacts were analyzed for both phases in 1990, and for full build out in 2005. The 2005 analysis examines impacts both with and without the proposed Fourth Bridge over the Rogue River. Both capacity and operational analyses were performed.

Findings

'G' Street, Bridge Street and Lincoln Road would experience significant increases in traffic due to the project. The 1990 analyses show that there would be no immediate adverse traffic impacts because facility capacities are sufficient to handle the increased traffic. Only minor improvements would be needed to accommodate 2005 traffic levels.

Recommendations

Two operational improvements are recommended during Phase I development, and two more operational improvements are recommended during Phase II. Detailed signal warrant analysis is recommended to track the need for a signal at Lincoln Road and 'G' Street in the future. More extensive traffic modeling is recommended to determine intersection capacity expansion needs in the future at 6th and 'M' Streets. Signalization changes at this intersection are recommended in the short term.

JOSEPHINE COUNTY FAIRGROUNDS AND GRANTS PASS RIVERFRONT TRANSPORTATION SYSTEM ANALYSIS

Author: JRH Transportation Engineering
Date: June 1990
Document Type: Consultant Study
Status: Draft.
Planning Period: 1990 - 2015.
Geographic Area Covered: Fairgrounds and riverfront areas.

Synopsis

The report presents analysis of transportation issues associated with the Josephine County Fairgrounds and Rogue River Riverfront Development area. Major issues include: Fourth Bridge/Allen Creek Road corridor; Fairgrounds/Riverfront area street network; Fairgrounds entryways; and South "Y" (Redwood Highway) interchange needs.

Findings

Fourth Bridge/Allen Creek Road Corridor: Construction of the Fourth Bridge linking Lincoln Road to Allen Creek Road at Redwood Highway will provide an important alternative route for significant amounts of traffic using the South "Y" interchange. Other improvements in the Allen Creek corridor would increase the use of this alternative route and reduce congestion at the South "Y."

Fairgrounds/Riverfront Area Street Network: The Riverfront Development Area is well served by arterial streets and highways. With improvement to collectors and local streets, the potential for full development of land in this area will be enhanced.

Fairgrounds Entryways: Development of the plaza adjacent to the main Fairgrounds entrance at Fairgrounds Rd. and Redwood Hwy. will create access difficulties in and around the Fairgrounds entrance. Closure of Fairgrounds Rd. to through traffic will require modifications to Ringuette and Redwood Hwy. to handle additional traffic.

South "Y" (Redwood Highway) Interchange Needs: Improvements to this interchange are being constructed as part of the Grants Pass Parkway project.

Recommendations

Fourth Bridge/Allen Creek Road Corridor: Re-align Redwood Ave. at Allen Creek Rd. to line up with the proposed Fairgrounds driveway. Maintain Redwood Ave. as a collector arterial. Terminate Redwood Ave. in a cul-de-sac east of Allen Creek Rd. Construct Allen Creek Rd. as a 5-lane facility between Redwood Ave. and Redwood Hwy. with signals. Connect Allen Creek Rd. to Hwy. 238 at New Hope Rd.

Fairgrounds/Riverfront Area Street Network: Install the pedestrian and bicycle facilities recommended in the Riverfront and Fairgrounds master plans as land development permits. Tie local streets to the collector system formed by East and West Park Streets to enhance access to the river and developments within the area. Extension of Tussy Lane from West Park to Lewis St. and realignment of Lewis with East Park at 6th St. Retain the offset between East and West Park Streets. Connect West Park St. with Pansy Lane west of the Fairgrounds. Minimize the number of accesses onto Allen Creek Rd. between Redwood Ave. and the River.

Fairgrounds Entryways: Maintain internal Fairgrounds circulation routes to allow existing south frontage entrances to continue to serve as main access points. Test the impact of closing Fairgrounds Rd. with a temporary closure. Restrict turning movements at the west driveway to right-in and right-out only.

South "Y" (Redwood Highway) Interchange Needs: Construct improvements recommended as part of the Grants Pass Parkway project. Further study is recommended after the Parkway project is completed.

AM/PM MINI MARKET TRANSPORTATION IMPACT ANALYSIS - GRANTS PASS PARKWAY & TERRY LANE

Author: Kittelson & Associates, Inc.
Date: September 1993
Document Type: Traffic Impact Analysis
Status: Complete
Planning Period: 1993
Geographic Area Covered: Intersections in immediate site vicinity

Synopsis

This report evaluates the expected on-site and off-site transportation impacts associated with the proposed construction of an Arco AM/PM Mini-Market at the southwest quadrant of the Grants Pass Parkway/Terry Lane intersection. The following intersections in the immediate site vicinity were analyzed: Grants Pass Parkway/Beacon Drive, Grants Pass Parkway/Terry Lane, Spalding Road/Beacon Drive, and Site Access/Terry Lane. All analyses were based upon average weekday peak hour conditions and it was assumed that no site-generated person trips would be made by transit. Level-of-service analysis was performed for 1993 existing conditions and the 1993 "with project" case.

Findings

The analysis produced the following findings:

- All intersections in the study area currently operate at an acceptable level-of-service (LOS D), except the intersection of Grants Pass Parkway/Terry Lane.
- The proposed project will generate approximately 200 p.m. peak hour trips. Roughly 75% of these trips will be diverted from the existing traffic stream and 25% will be new trips.
- In the near future, all intersections will continue to operate at an acceptable level-of-service, except the Grants Pass Parkway/Terry Lane intersection..
- Although northbound motorists on Terry Lane attempting to enter onto Grants Pass Parkway may experience long delays, alternative access to the site is available via Beacon Drive.
- The north site driveway will be right-in, right-out only and will operate acceptably in the proposed location.

Recommendations

The study recommends that on-site signage in the gasoline pump area should be provided to encourage drivers to use the forwardmost pump. The new road/Terry Lane intersection should be striped to provide an eastbound left turn lane and an eastbound through-right lane. Also, adequate sight lines should be maintained to allow motorists exiting the north site driveway to see vehicles turning from Grants Pass Parkway.

TRANSPORTATION ANALYSIS FOR GRANTS PASS RETAIL CENTER

Author: Associated Transportation Engineering & Planning

Date: August 1991

Document Type: Traffic Impact Analysis

Status: Complete

Planning Period: 2015

Geographic Area Covered: Redwood Highway Spur between Agnes Ave. and Beacon Rd.

Synopsis

This report describes the results of a transportation analysis for a proposed 149,00 s.f. retail center development located on the southeast quadrant of the intersection of Grants Pass Parkway/Terry Lane. Traffic impacts are identified for four locations along Grants Pass Parkway in the immediate project vicinity for three cases: existing conditions, 1991 with project, and 2015 with project.

Findings

The existing (1991) level-of-service at the locations analyzed is very good, with the exception of the Grants Pass Parkway/Terry Lane intersection, which operates at LOS "F". The proposed project will generate approximately 9,600 daily vehicle trips and 760 p.m. peak hour vehicle trips. It is estimated that 35 % of the total project trips will be pass-by trips, or trips already in the traffic stream. The project will have a substantial impact on the Grants Pass Parkway/Terry Lane intersection.

Recommendations

Three improvements are recommended in order to mitigate project impacts at the Grants Pass Parkway/Terry Lane intersection:

- The project should be served by three full access driveways - two on Terry Lane and one on Spalding.
- The proposed driveways should have two exit lanes and one entrance lane.
- A traffic signal should be installed at the Grants Pass Parkway/Terry Lane intersection, with a left turn lane and through-right turn lane on the northbound approach.

REDWOOD NEIGHBORHOOD PLAZA MASTER PLAN

Author: DIRA Associates, Inc.
Date: July 1981
Document Type: Development Master Plan
Status: Complete
Planning Period: Indefinite
Geographic Area Covered: Project site

Synopsis

This report provides information on a planned 68-acre mixed use development to the south of the Josephine County Fairgrounds. It contains project objectives, master plan elements (land use and development standards, utilities, and traffic access and parking), and a project construction phasing plan.

Findings

None.

Recommendations

The plan contains a variety of proposed on-site transportation improvements related to driveways, on-site access/circulation, parking, and pedestrian and bicycle movements. Please see the full document for detailed descriptions of these improvements.

REDWOOD NEIGHBORHOOD PLAZA TRAFFIC IMPACT REPORT

Author: PRC Vorhees, Inc.
Date: July 1981
Document Type: Traffic Impact Analysis
Status: Complete
Planning Period: Through 2000
Geographic Area Covered: Immediate project vicinity

Synopsis

This report documents the traffic impacts of the proposed Redwood Neighborhood Plaza development on the surrounding local street network for the years 1990 and 2000. It contains an analysis of existing (1981) intersection level-of-service conditions, traffic model forecasts without the proposed project, project traffic estimates (trip generation, distribution, and assignment), future year intersection levels-of-service with and without the proposed project, and recommended mitigation improvements.

Findings

The proposed project would generate roughly 14,500 average daily trips. Year 2000 intersection levels-of-service for the "with project" case would either be the same or degraded by one letter level-of-service compared to the "without project" case. Without improvements, three of the intersections analyzed would operate at an unacceptable level-of-service (LOS "D" or worse) for both cases by 2000. With improvements, all intersections would operate at an acceptable level-of-service for both cases by 2000 .

Recommendations

The report recommends a set of roadway improvements for the "without project" and "with project" cases. Please refer to the full document for a detailed description of these improvements.

THE THIRD BRIDGE CORRIDOR DEVELOPMENT PLAN (AND REPORT)

Author: The Third Bridge Corridor Development Agency
Date: 1987
Document Type: Urban Renewal Plan
Status: Adopted
Planning Period: Indefinite
Geographic Area Covered: Third Bridge Corridor Development Area

Synopsis

The purpose of the Third Bridge Corridor Development Plan is to accomplish the mission of the Development Agency, which is to eliminate blight and depreciating property values within the development area. The plan contains a land use plan, six development plan projects comprised of specific improvement activities, and a discussion of project financing. The accompanying report contains a description of the physical, social, and economic conditions of the area, a description of the relationship between each project to be undertaken and the existing conditions, and the estimated total cost and completion date of each project and project activity and the sources of money to pay such costs.

Findings

The Third Bridge over the Rogue River will cause development pressure in the development area where existing streets are inadequate to accommodate additional traffic. A substantial number of existing streets have inadequate rights-of-way and driving surfaces. Curbs, gutters, and sidewalks do not exist on a majority of the streets. Large areas of land are currently unserved by local or collector streets. Grade separated railroad crossings are needed within the development area. A bike lane is needed on the 7th St. Bridge. The estimated total cost of the roadway improvements is \$22.6 million.

Recommendations

A list of specific roadway and bike/pedestrian path improvements is presented. Please refer to the full document for a complete description of these projects.

JOSEPHINE COUNTY FAIRGROUNDS MASTER PLAN

Author: Cameron & McCarthy
Date: 1990
Document Type: Development Master Plan
Status: Complete
Planning Period: Indefinite
Geographic Area Covered: Project site

Synopsis

The report contains information on the redevelopment of the Josephine County Fairgrounds site.

Findings

None.

Recommendations

The plan contains a recommended parking plan. No other specific transportation recommendations are provided, but a list of transportation issues is presented. These issues and others were to be addressed in a transportation system study for the Fairgrounds and Riverfront Development Area.

GRANTS PASS SOUTH UNION LOCAL IMPROVEMENT DISTRICT TRANSPORTATION SYSTEM ANALYSIS (AND ADDITIONAL RELATED ANALYSIS)

Author: JRH Transportation Engineering

Date: February 1992

Document Type: Transportation Plan

Status: Complete

Planning Period: Indefinite (buildout)

Geographic Area Covered: South Union LID

Synopsis

This report provides a transportation system analysis for a proposed South Union Local Improvement District (LID). The LID is comprised of roughly 250 acres located south of Redwood Highway 199 and west of Jacksonville Highway 238. It is bounded on the west by Allen Creek Rd. and on the south by West Harbeck Lane. The goal of the analysis was to identify transportation system needs expected to result from full development of land within the LID as presently zoned and to consider the potential impacts of increased Industrial Park zoning. Two issues were addressed: the provision of adequate routes to the LID from the surrounding region, and provision of adequate access to, and circulation among, the variously zoned areas within the LID.

Findings

At buildout, the developments within the LID will generate roughly 37,000 trips per day. Two major access routes to the LID, Redwood Highway 199 and Jacksonville Highway 238, currently operate well below capacity. Their overall ability to meet future needs will be determined by regional traffic demand rather than by trips generated by the LID. The trip generation data for the LID show that the capacity of these routes would not be exceeded with full development of the LID in 1992. Quality of service to the LID provided by these routes will be determined largely by the traffic performance at major access points, however.

Recommendations

A series of improvements are recommended both for LID access routes and the internal streets system. Please refer to the full document for a detailed description of these improvements.

GRANTS PASS SIGNAL STUDY

Author: CRS Group Engineers, Inc.

Date: September 1981

Document Type: Traffic Operations Study

Status: Complete.

Planning Period: 1981 - 2000

Geographic Area Covered: Redwood Ave. corridor from River Ave. to NE "B" Street between SW 3rd Street and SE 9th Street.

Synopsis

The study analyzes the condition and performance of existing traffic signals in the study area, analyzes several new signal systems, and recommends an appropriate signal system for the area. The study also includes recommendations for optimized signal timings for several alternative traffic conditions in 2000.

Findings

Changes to signal configurations, interconnections and timings are necessary in the study area to accommodate both existing and forecast traffic levels.

Recommendations

The study recommends installation of a new traffic-adjusted signal system on 6th and 7th Streets in Grants Pass. The system includes an on-street master controller and hardware interconnect, with complete replacement of the existing signals. Total cost to implement the recommended system is \$1.265 million.